

To-day's Advertisements.

MacEwen, FRICKEL & Co.

No. 53, Queen's Road East,
(OPPOSITE THE COMMISSARIAT),
RE NOW LANDING,
EX "AMERICAN MAIL," &c.

CALIFORNIA
CRACKER
COMPANY'S BISCUITS in 6 lb
tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Cracked WHEAT.
OATMEAL.
CORNMEAL.

TOPOCAN BUTTER.
Eastern and Californian CHEESE.
BONOLIO CODFISH.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
PEACH and APPLE BUTTER.
PICKLED OX-TONGUES.
Family PIG-PORK in kegs and pieces.
Paragon MACKEREL in 5 lb cans.
Beau Irish SALMON in 5 lb cans.
Cuttings of DRESS FRUITS in 24 lb cans.
Assorted CANNED VEGETABLES.
"Potted SAUSAGE and Sausage
MEAT."
"Stuffed PEPPERS."
"Assorted PICKLES."
MINCEMEAT.

HONEY.
Richardson & Robbin's Celebrated Potted
MEATS.
Richardson & Robbin's Curried OYSTERS.
"Lunch TONGUE."
McCarthy's Sugar LEMONADE.
Clam CHOWDER.
Smoked SALMON.
Green TURTLE in 24 lb cans.
&c., &c., &c.

AGATE IRON WARE.
FAIRBANKS SCALES.

EX "STILLWATER."

DEVOS'S NONPAREIL
BRILLIANT
KEROSENE OIL,
150° test.

SPARTAN COOKING
STOVES.
OAKUM.
TAR.

ENGLISH FIRE GRATES.
CUTLERY.
ELECTRO-PLATE.
CROCKERY & GLASS WARE.

A LARGE ASSORTMENT OF STORES,
including:

TESSERAU'S DESSERT FRUITS.
ALMONDS and RAISINS.
PIONIC TONGUES.
OCOONINA.

VAN HOUTEN'S COCOA.
LIEBOW'S & EPR'S COCOA.
FRENCH PLUMS.
PATE DE FOIE GRAS.

MINCEMEAT.
SAUSAGES.
BROWN.
ISIGNY BUTTER.

DANISH BUTTER.
BREAKFAST TONGUES.
ANCHOVIES.
ASPARAGUS.
SOUPS, &c.

WINES AND SPIRITS.

CHAMPAGNES.
HINDSIECK'S MONOPOLE & WHITE
SEAL.
VUVE CLIQUE PONSARDIN.
JULES MUMM & Co., pils & quarts.

CLARETS.
CHATEAU MARGAUX.
CHATEAU LA ROSE, pils & quarts.
CHATEAU LAFFITE.
JES. GRAVES.
BREAKFAST CLARET.

SHERRIES & PORT.
SACCOE'S MANZANILLA & AMON-
TILLADO.
SACCOE'S OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.
1 and 3 star HENNESSY'S BRANDY.
FROST DUBOIS & Co.'s BRANDY.
FINEST OLD BOURBON WHISKY.
KINAHAN'S LL WHISKY.
ROYAL GLENDEE WHISKY.
E. & J. BURE'S SCOTCH WHISKY.
IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.
MOLLY PRAT & Co.'s VERMOUTH.
ORABIE'S GINGER BRANDY.
CHATEAUBREUSE.
MARASCHINO.
ORACAO.

ANGOSTURA, BOTTLED and ORANGE
BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pils and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURE, pils and quarts.
DAUGHT ALE and PORTER, by the
Gallon.

ALE and PORTER, in hogsheads.
SPECIALLY SELECTED
CIGARS.

Pine New Season's CUMSHAW TEA, in
5 catty boxes.

BREAKEAST CONGOU @ 25 cents p. lb.
MILNER'S PATENT FIRE-PROOF
SAVES, and CASH BOXES, at
Manufacturer's Prices.
Hongkong, September 12, 1882.

Intimations.

NOTICE TO MARINERS.

No. 151.

CHINA SEA.

Uniform System of Colouring Buoys and Beacons in Chinese Waters.

NOTICE IS HEREBY GIVEN, that the following system of colouring BUOYS and BEACONS has been adopted by the Imperial Maritime Customs of China:

BUOYS.

No.	COLOUR OF BUOY.	DIRECTIONS AND EXPLANATIONS.
1	Red	Entering the Channel from seaward, Red buoys will be found on the Starboard side of the Channel, and must be left on the Starboard hand by vessels passing in.
2	Black	Entering the Channel from seaward, Black buoys will be found on the Port side of the Channel, and must be left on the Port hand by vessels passing in.
3	Red and Black Horizontal Bands	Buoys painted in Red and Black Horizontal Bands will be found in the fairway, and should be passed close to.
4	Red and Black Vertical Stripes	Buoys painted in Red and Black Vertical Stripes will be found on the ends of spits, and the outer and inner extremities of banks, shoals, or extensive reefs, where there is a navigable channel on either side.
5	Red and Black Chequers	Buoys painted in Red and Black Chequers will be used to mark rocks in the open sea, also to mark obstructions of small extent having channels on either side of them. When used for the latter purpose, they will be placed to seaward of the danger.
6	Red and White Chequers	When two chequered buoys of these colours are used to mark an obstruction, the Red and White one is to mark the Starboard side of the Channel, and must be left on the Starboard hand by vessels passing in; and the Black and White one is to mark the Port side of the Channel, and must be left on the Port hand by vessels passing in.
7	Black and White Chequers	Wrecks will in all cases be marked by Green buoys, having the word WRECK painted on them in White letters, and a wreck lies in the open sea or in a position where there is a navigable Channel with plenty of room on either side of it, the buoy will carry no other distinguishing mark, and will in every such case be placed to seaward of the wreck.
8	Wreck Buoys	Wreck buoys marked with an Even number must be left on the Starboard hand by vessels entering from the sea. Wreck buoys marked with an Odd number must be left on the Port hand by vessels entering from the sea. The numbers on wreck buoys will be painted in White, and placed above the word WRECK.

Note.—All other distinguishing marks to Buoys will be in addition to the foregoing, and where such are employed, a particular description of the same will be given in the published List.
Each Buoy will have an Iron Plate fastened on its outside, in some convenient place above the water-line, with the name of its district and station as given in the published List stamped thereon in English and Chinese, to insure its identification if found adrift.

BEACONS.

No.	COLOUR OF BEACON.	DIRECTIONS AND EXPLANATIONS.
1	Red	Entering the Channel from seaward, Red beacons will be found on the Starboard side of the Channel, and must be left on the Starboard hand by vessels passing in.
2	Black	Entering the Channel from seaward, Black beacons will be found on the Port side of the Channel, and must be left on the Port hand by vessels passing in.
3	Red and Black Vertical Stripes	Beacons painted in Red and Black Vertical Stripes will be used to mark spits and the outer and inner extremities of banks, shoals, or extensive reefs, where there is a navigable Channel on either side.
4	Red and Black Chequers	Beacons painted in Red and Black Chequers will be used to mark rocks in the open sea, also to mark obstructions of small extent having channels on either side of them.
5	Red and White Chequers	When two chequered beacons of these colours are used to mark a rock or reef, the Red and White one is to mark the Starboard side of the Channel, and must be left on the Starboard hand by vessels passing in; and the Black and White one is to mark the Port side of the Channel, and must be left on the Port hand by vessels passing in.
6	Black and White Chequers	Note.—It is to be understood that the above rules for painting beacons apply in each case to the body of the structure. When a beacon which is painted a single colour, either black or red, is surmounted by a distinguishing mark, such mark may be painted the same colour as the body of the beacon or with that colour and white combined, or white alone.
Various		When the body of a beacon is painted in two colours, the same colours only may be used to paint the mark by which it is surmounted. Whenever a distinguishing mark is used, a particular description of it will be given in the published List. Beacons on shore, to enable bearings to be taken or to give lines of direction for crossing bars or entering rivers, harbours, &c., are to be painted so as to make them as conspicuous as possible. Red, Black, and White are the only colours to be used, and a particular description of such marks will be given in the published List.

By Order of the Inspector General of Customs,

A. M. BISBEE,
Const. Inspector.

To-day's Advertisements.

FOR AMOY AND TAIWANFOO.

The Steamship
"Athay,"
Capt. G. W. Jones, will be
despatched for the above
Ports TO-MORROW, the 13th Instant, at
4 p.m.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
Hongkong, September 12, 1882. 5013

FOR SINGAPORE AND PENANG.

The Steamship
"Cygnus,"
Capt. R. H. Joy, will be
despatched as above on
FRIDAY AFTERNOON, the 22nd Inst.,
at 3 o'clock.
For Freight or Passage, apply to
AH YON & Co.,
Hongkong, September 12, 1882. 5022

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co's Steamship
"Cydops,"
Capt. J. H. Jones, will be
despatched on or about
the 23rd Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, September 12, 1882.

FOR SALE.

ON Board the British Steamer
"CAIRN SMUIR,"
(For Account of whom it may concern),
6 VENTILATORS,
2 STEAM BOILERS for COOKING
with House and Pits.
2 COOK HOUSES with BOILERS.
1 COOK HOUSE.
2 WATER CLOSETS.
4 BOOBY HATCHES.
2 DECK HOUSES.
10 CASKS BEET and PORK.
27 WATER CASKS.
7 HOID LADDERS.
24 BASKETS.
A Quantity of WOOD, comprising Lower
Deck and Bunks, and Fittings of Two
Decks.
3 Small BOOBY HATCHES.
Apply ON BOARD.
Hongkong, September 12, 1882.

TO LET.

TWO HOUSES in RICHMOND TERRACE,
Barnham Road. Rent Moderate.
Apply to
HONGKONG DISPENSARY.
Hongkong, July 7, 1882.

To-day's Advertisements.

THEATRE ROYAL.

CITY HALL.
THE
TOURISTS,
A PARTY OF
LADY AND GENTLEMEN
ENTERTAINERS
on a trip around the world.

TO-MORROW (WEDNESDAY),

13th September.
OPENING PERFORMANCE.
When will be presented by the undermen-
tioned POPULAR FAVOURITES a
Programme universally admitted
CHASTE, REFINED and ELEGANT.
MISS MARIE BURTON.
THE CHARMING AUSTRALIAN SOUBRETTE
and CONTRA VIOLET.
(Her Third Visit to Hongkong).
THE MUSICAL WONDER OF THE AGE,
HARRY VON DER MEHDEN,
Whose Instrumental Solos and Selections
have been the theme of universal ad-
miration, will introduce Solos on
the following instruments:
CORNET, VIOLIN, SILVER BELLS,
XYLOPHONE, TUMBLERONIAN,
&c., &c., &c.
THE ARTISTE COMIQUE OF THE DAY,
EDWARD GLOVER,
Comedian and Vocalist, in a new and choice
Selection of Songs Comique, also in-
troducing his Celebrated Facial
Performance, entitled:
MASKS AND FACES.
New Songs, Solos, SELECTIONS, BURLETTAS
and SKETCHES.
Prices of Admission:—\$2.00 and \$1.00.
Soldiers and Sailors in uniform Half-Price.
Reserved Seats and Plan to be seen at
Messrs KELLY & WALSH's, where Tickets
can be secured.
Doors open at 8.30 p.m.
Performance at 9.00 "
RD GLOVER,
Business Manager.
Hongkong, September 12, 1882. 5014

WANTED in a Healthy Part of Hong-

kong, a LARGE and COMMODIOUS
FAMILY RESIDENCE to Hire for a
couple of months. Furnished preferred.
Address "A. B. C." c/o China Mail.
Hongkong, September 12, 1882. 5014

TO BE LET.

(WITH IMMEDIATE POSSESSION.)
THE HOUSE, No. 1, ALBANY,—8 ROOMS
and Servants' OFFICE, GARDEN and
STABLES. Gas and Water laid on.
Apply to
Linstead & Davis.
Hongkong, June 6, 1882.

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

CANDIDATES for the Post of CHINESE
CLERK and SHROFF at the SUPREME
COURT, are requested to send in their Ap-
plications on or before the 14th Instant,
instead of the 20th Instant as notified in
the Government Gazette.
By Command,
FREDERICK STEWART,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, September 12, 1882. 5014

Not Responsible for Debts.

Weather the Captain, the Agents, nor
Owners will be responsible for any
Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—
By Command,
FREDERICK STEWART,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, September 12, 1882. 5014

Shipping Intelligence.

The following lists are extracted from
the latest London and Colonial Papers, and
from other sources. Consignees are invited
to communicate with the Editor in the
event of any inaccuracy occurring in this
list as compiled from the papers and other
information at his command. The Editor
will, at all times, be glad to receive any
additions to the list from those who have
1ster advice, private or otherwise, than his
own.

VESSELS TO ARRIVE.

At Hongkong.
Left. Name. From.
Jan. 4, Truth. Sunderland
" 6, Fleming. Hull
" 15, Marathos. London
Mar. 6, Ethel Cairne. Sunderland
April 27, Marina. London
" 28, Herchel. Midborough
May 3, Guiding Star. Cardiff
" 4, Ida. Penarth
" 5, N. Boynton. New York
" 10, Molesey. New York
" 19, Rossett. Cardiff
" 20, P. G. Carvill. Cardiff
" 30, Gustav Oscar. Cardiff
" 31, Glazmin. New York
June 12, Agnes Muir. London
" 17, Star of India. London
" 20, C. F. Sargent. Oshaven
" 22, June. Cardiff
" 26, Friederike. Cardiff
" 27, Marianne. Cardiff
" 28, Moser (s.). Hamburg
LOADING FOR CHINA AND JAPAN PORTS.
At London.—Steamers via Suez Canal.
Oxfordshire. Sailing Vessels.
Tyburnia. At Liverpool.
Anchises (s.). Japan (s.).
Fairolas (s.). Teucer (s.).
Barbarossa. At Cardiff.
Aiguille.

ARRIVALS.

Sept. 11, Albatross, German steamer, 187.
E. G. Pfaff, Saigon Sept. 7. Rice and
General.—Stromeyer & Co.
Sept. 12, Arabic, British steamer, 486.
W. G. Pearne, San Francisco Aug. 12, and
Yokohama Sept. 4. General.—O. & O. S.
Sept. 12, Ingobry, American steamer,
438, Henry, Manila Aug. 31, and Amoy
Sept. 10, General.—Russell & Co.
Sept. 12, Chop-ai, Chinese gunboat,
from a cruise.

DEPARTURES.

Sept. 12, Albatross, for Canton.
" 12, Fookian, for Canton.
" 12, Emerald, for Manila.
" 12, Himalaya, for Hoihow.
" 12, Tifus, for Hoihow.
" 12, Bendel, for Saigon.
CLEARED.
Bus Cano, for Bangkok.
S. K. Barce, for Callao.
Ingo, for Nagasaki.
Sual, for Hoihow.
Kilmarney, for Saigon.

PASSENGERS.

Arrived.
Per Albatross, from Saigon, 35 Chinese.
Per Arabic, from San Francisco, &c.,
Baron Lawrence de Lalande (Consul de
France, Hongkong), Mr F. E. Foster, Miss
R. Harrington, Mr H. White, and 275 Chi-
nese Stevedores.
Per Ingobry, from Manila and Amoy, 2
Cabin, and 6 Chinese.

DEFERRED.

Per Himalaya, for Hoihow, 50 Chinese.
Per Tifus, for Hoihow, 10 Chinese.
Per Bendel, for Saigon, 12 Chinese.
To Depart.
Per S. R. Barce, for Callao, 14 Chinese.
Per Kilmarney, for Saigon, 30 Chinese.

SHIPPING REPORTS.

The German steamer Albatross reports:
End strong wind up to Cape Padaran,
thence fine weather and light variable winds
to port.
The British steamer Arabic reports:
Sailed San Francisco Aug. 12th at 3 p.m.,
arrived Yokohama Sept. 1st at 5.30 p.m.,
sailed from Yokohama Sept. 4th at 11 a.m.
Experienced fine pleasant weather to Turn-
about Island, thence to Breaker Point
along North-easterly winds. Arrived in
Hongkong Sept. 12th at 5.30 a.m.

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POST OFFICE NOTICES.

MAILS will close:—
For SWATOW, AMOY AND FOOCHOW.—
Per Douglas, at 11.30 a.m., on Wednes-
day, the 13th inst.

For STRAITS SETTLEMENTS.—
Per Decatur, at 3.30 p.m., on Wednes-
day, the 13th inst., instead of as pre-
viously notified.

For AMOY AND TAIWANFOO.—
Per Albany, at 3.30 p.m. To-morrow, the
13th inst.

For NAGASAKI, KOBE, AND YOKO-
HAMA.—
Per Nippon Maru, at 3.30 p.m., on Fri-
day, the 15th inst.

For NAGASAKI AND YOKOHAMA.—
Per Bangalore, at 11.30 a.m., on Satur-
day, the 16th inst.

For STRAITS AND CALCUTTA.—
Per Moray, at 2.30 p.m., on Saturday,
the 16th inst.

Per Pace, at 2.30 p.m., on Saturday, the
16th inst.

MAILS BY THE BRITISH PACKET.

The British Contract Packet Ganges
will be despatched on FRIDAY,
the 15th September, to and through
the United Kingdom and Europe
via Brindisi, to the Straits Settle-
ments, Batavia, Borneo, Ceylon, India,
Aden, Mauritius, Egypt, Malta, and
Gibraltar.

N.B.—This Packet carries no mails for the
Australian Colonies.

Quotations.

HONGKONG, September 12.
OPPIUM.—New Fata, cash, \$875
" Old, cash, \$870
" New Benares, cash, 550
" Old, cash, 550
" New Malwa, credit, 600.620
" Allowance, Teels, 48
" Old Malwa, credit, 680
" Allowance, Teels, 62

Exchange.

Bank, Wire, ... 3/8
" Demand, ... 3/9
" 30 days' sight, ... 3/9
" 4 months' sight, ... 3/9
Credits, ... 3/9
Documentary 4 months' sight, ... 3/9
India, Wire, ... 2/4
" Demand, ... 2/4
Shanghai, demand, ... 7/2
" 30 days' sight, private ... 7/2
Gold Leaf, 99 1/2 fine ... 827.10
Sovereigns, ... 85.31

Shares.

(For Share Quotations, see Page 4.)
Temperature.
(Taken at Messrs Falconer & Co.'s Premises,
Queen's Road.)
—Hongkong, September 12.
BAROMETER.—9 A.M. ... 29.808
Do. 1 P.M. ... 29.790
Do. 4 P.M. ... 29.770
THERMOMETER.—9 A.M. ... 88
Do. 1 P.M. ... 90
Do. 4 P.M. ... 89
Do. (Wet bulb) 9 A.M. ... 79
Do. Do. 1 P.M. ... 79
Do. Do. 4 P.M. ... 79
Do. Maximum ... 90
Do. Minimum over night ... 83

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Per Decatur, at 3.30 p.m., on Wednes-
day, the 13th inst., instead of as pre

of that service appeared in the *Government Gazette* on the 1st of April; while the chart (one of date 1879) from which the *Hongkong* was navigated was purchased from an old-established firm here in July last. Upon these facts the Naval Court of Inquiry recommended that "vendors of charts should be careful in keeping their charts corrected before selling them." Now, it seems to us, with all deference to the Naval Court, that a private firm may do a matter that does not exactly come within the scope of official business. We have frequently heard of the Marine Department or the Government neglecting to give the fullest publicity to such changes or corrections that may arise in the course of a survey of a particular Coast; but it is a novelty to see the responsibility shunted on to a private firm. Unless any one has the notification in the *Government Gazette* himself thrust under his nose, who is to know of its existence; or, assuming that the official publication in the *Gazette* is the only medium of informing the public and the chart-vendors, how many residents ever hear a word of any hydrographic change in the rocks, shoals, or islands between this and Shanghai? In this matter the Hongkong Government might take a leaf out of the book of the Imperial Maritime Customs at Shanghai, who seldom overlook any means of making as public as possible alterations in their wonderfully perfect system in their Notices to Mariners, which are repeatedly published in the daily and other papers all along the Coast. It seems to us that, if the Naval Board look to the vendors of charts for such necessary corrections being made up to date, the least the Government can do is to furnish these gentlemen with the means of knowing that such alterations ought to be made. Has this been done by notices published in the daily papers, or by copies of the corrections being forwarded to Messrs. Falconer & Co., Mr. J. Noble, or Messrs. Gaupp & Co.? If not, then the chart which is fired in the finding, then the vessel, then the pilot who had charge of the vessel, then the accident which caused the wreck, and although rewards were offered for the discovery of the runaway, nothing has since been seen of this native gentleman.

A TELEGRAM was received in Higo on 28th August stating that the Mitsui Bussan Kaisha's vessel *Kinko-maru* has become a total wreck on Tanegashima, south of Kagoshima. The *Kinko-maru*, formerly the *Nepenthes*, left Yokohama on the 4th instant to load coals at the Company's mine, and it has evidently been on the return voyage that the accident occurred. She was a vessel of 1,900 tons registered, and has been for some time commanded by Mr. MacFarlane—Higo News.

The Higo News of the 4th instant gives the following paragraph:—"A telegram was received here yesterday stating that Messrs. Todd, O'Connor and Phillips, together with five Japanese, have been drowned near the wreck of the steamer *Mary Talbot*. No further particulars of this melancholy occurrence are yet furnished beyond mention of the recovery of the bodies of Messrs. Todd and O'Connor, who are to be buried in Hakodate to-day. Up to the time the telegram was received, it had been supposed that the bodies of the five Japanese had been found, and the finding of the remains of Mr. Phillips and the Japanese."

THE N. C. D. News says that private telegraphic advices received yesterday (6th) dated Tokyo, the 4th inst., announce the satisfactory conclusion of the difficulty between Korea and Japan. All demands for the ample reparation of the national honour have been accepted, and the prospect for the future has been guaranteed. This news will be greeted with pleasure by all foreigners in the Far East, who will also sympathize in applauding the extreme moderation and tact shown by the Japanese Government under the recent trying circumstances. It is to be hoped that the not unreasoned resentment felt by the Japanese against China for her seizure of the Dai In Kun will not be permitted to influence the policy of the Government. Indeed it is reasonable to suppose that in view of the very pacific turn that affairs have taken, the water may be allowed to drop; unless, of course, the arbitrary policy of China should lead to a new and unsatisfactory fulfilment of the engagements now entered into with Japan on the part of the Korean Government. It seems only reasonable to infer from this telegram that the King of Korea has been reinstated in power.

There has been great uncertainty felt until within the last few days as to the new issue of shares by the Directors of the Hongkong and Shanghai Banking Corporation. It is now, however, regarded as almost certain that the new issue of 20,000 shares will be decided upon, notwithstanding the opposition that is said to have been raised in London. What influence (if any) the report of the establishment of a new Bank in Shanghai has had in bringing about this feeling, we cannot say. In the subjoined paragraph the N. C. D. News states that the shares of the H.K. & S. Bank will be issued at £40 (say roughly £210) per share, and that they will be paid up in half-yearly or quarterly instalments:—

The Directors of the Hongkong and Shanghai Banking Corporation have now resolved to increase the capital of the Bank by the issue of 20,000 new shares at £40 each. The issue will be made as soon as the Board of Directors will allow; and it is at present the intention of the Directors to call up the amount of the shares by quarterly instalments of £10 each, commencing on 1st March next, and ending at 31st December 1883. But this may be

modified before the Directors submit their proposals to the shareholders at the special meeting which will be called next month for the purpose of considering the same. The Directors may, possibly, recommend that one-half of the value of the new shares shall be payable by the first instalment.

Marine Court.

INQUIRY INTO THE LOSS OF THE S. S. HONGKONG.

This morning (12th Sept.) a Court of Inquiry into the loss of the S. S. *Hongkong*, which was wrecked in the Hainan Straits, assembled at the Harbour Office—Captain Thomson, President; Lieut. N. V. Ballieton, Navigating Lieutenant, *Victor Emmanuel*; Capt. Robt. H. Joy, S. S. *Conqueror*; Captain Wm. Tutton, S. S. *Moray*; and Captain Robt. Clasper, S. S. *Pava*.

Mr. Wotton appeared to witness the case on behalf of the master and Messrs. H. D. Sisson & Co., and Messrs. D. Sisson & Co. John B. Fryer said: I joined the *Hongkong* on the 18th Nov. last year, and commanded her up to the day of the wreck on the 7th August. Her tonnage was 958 register, horse-power 200. My officers were assembled at the Harbour Office—Captain Thomson, President; Lieut. N. V. Ballieton, Navigating Lieutenant, *Victor Emmanuel*; Capt. Robt. H. Joy, S. S. *Conqueror*; Captain Wm. Tutton, S. S. *Moray*; and Captain Robt. Clasper, S. S. *Pava*.

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William George Kirkcaldy, first officer, joined the *Hongkong* at Hongkong about the beginning of Nov. last, and was in her until the wreck, on the morning of which there was a strong N.E. wind and high sea. As witness below when the vessel struck he could not say anything about the mishap.

Robert Hamilton, second officer, said he held an only mate's certificate. He joined the *Hongkong* on the 18th November. On the morning of the 7th August he was on watch from eight to twelve. The captain was there when witness went up, as was also the Chinese pilot. The quartermaster was in the chains, keeping the lead going. When the vessel struck about half-past nine, her course was N.N.E. Witness on land found the main water as stated in the Captain's evidence. In the narrow the ship was going at the same speed as previously—about ten knots, even though there was a strong head wind and sea.

At the request of Mr. Wotton, the evidence was given by the Chinese pilot, who corroborated the Captain's statement generally but said he observed no fire until the morning after they went on board the *Agamenon*. When guarding the hatch witness had a musket, the captain, a musket and revolver. Both muskets were breech loaders and loaded. The captain fired over the head of the crowd as did witness, who fired four shots.

The President said he did not think it was worth while examining the chief engineer. Captain Fryer wished to put in a statement explaining his position more clearly than it might have been brought out in evidence, and the President said the Court would consider it.

The Court was cleared, and on the doors being opened the President read the finding which was as follows:—We find the British S. S. *Hongkong*, official No. 55,077, John B. Fryer, Master, was totally lost on a rock lying in the fairway a little north from and between the Long Yit and Double Yit at the southern entrance to the Hainan Straits.

We find that the chart by which the *Hongkong* was navigated (Admiralty 1885, corrected to Jan 1879) had not this rock marked on it.

We find that there was an experienced Chinese pilot on board, but the Court has not been able to take his evidence, as he left the vessel soon after she was lost, and has not been seen since.

We find that the rock on which the *Hongkong* was lost was surveyed by Lieut. Commander A. Crockett of H. M. S. *Magpie* in March last, and that a description of it was published in the *Hongkong Government Gazette* on the 1st April following.

We are of opinion that no blame is to be attached to the master of the *Hongkong* for the loss of the ship.

The Court are of opinion that the charts should be careful in keeping their charts corrected before selling them.

Given under our hands, at Hongkong, this twelfth day of September, 1882.

[Signed by the Members of the Court.]

SUPREME COURT.
IN ORIGINAL JURISDICTION.
(Before Sir George Phillips, Chief Justice.)
Thursday, Sept. 12.

POLICE INTELLIGENCE.
(Before Sir George Phillips, Chief Justice.)
Thursday, Sept. 12.

NEWS BY THE AMERICAN MAIL.
The following items are from our San Francisco files brought on by the O. & O. steamship *Arcturion*:

London, Aug. 2.—An Alexandrian despatch says: Mounted infantry report that Arabi's forces are leaving beyond the left wing of the army. The British are preparing to fight to-day. Marines from the *Invincible*, *Defence* and *Immaculate* landed at Gabara and were conducted by train to Fort Mer.

Another account states that Lieutenant Vise died to death as the arteries were severed. His comrades carried back the body under a tremendous fire.

According to the official returns, 231 outrages, including two murders, occurred in Ireland during the month of July. In August 232 outrages with five murders in June. The total number of outrages during July was 321 families, representing 1619 persons. Of the families evicted, half were reinstated as tenants or cottagers. The number of families evicted in June was 515, representing 2560 persons.

Southampton, August 9.—The transports *Grecian* and *Olympus*, with batteries of artillery; the *City of New York* and *Greece* sailed for Egypt to-day. The Duke of Cambridge and Prince Edward of Saxony, visited each vessel before departure. The Prince of Wales inspected four vessels. Queen Victoria, Princess Beatrice and the Duchess of Connaught inspected the *Greece* and witnessed the departure of the other ships.

Greenwich, August 9.—The steamer *Verona*, with 250 men of the Durham Regiment, sailed to-day.

Malta, August 11.—The steamship *Palmyra*, with two batteries of artillery and a large quantity of ammunition, has arrived here. The transport *Thetis* proceeds to Port Said, on the way to Ismailia.

Port Said, August 11.—The cable station here called Alexandria is now open for business, the cable station being on board the telegraph ship *John Pender*, in the harbor.

The British fleet in the harbor consists of the *Agincourt*, *Dec*, *Monarch* and *Northumberland*.

Alexandria, August 2.—A scare took place last evening. There is a clump of trees on the fresh-water canal, about the centre of the British line. The outposts, which were guarded by a company of the Sixtieth Rifles, were duly posted there last evening, and cautioned by Major-General Allison as to the necessity of maintaining absolute steadiness, and were ordered, in case of an attack in force, to fall back in order on a hundred yards by the side of the canal. These instructions were apparently fully understood, and the General left satisfied. About two o'clock in the morning the enemy suddenly appeared on the left of the outpost with infantry and cavalry. They had approached very rapidly and unobserved, and before our men had time to check their advance, they changed the clump of trees at a great pace. The Rifles fired a single volley and then broke and ran along the bank of the canal. Their outlook would seem to have been very defective, and worse than this, the still retreating troops neglected all orders concerning the rallying point and never stopped until they reached the fortified water works on a hill about a mile distant. Five of them even ran till they reached the camps. They spread all sorts of ridiculous rumors, such as that they had lost all their comrades, and had lost even Major Ward surrounded by the enemy, and similar nonsense. A company instantly moved forward to the bank of the canal. The enemy had apparently not followed the fugitives far, but had taken the rifles they had thrown away in their flight, and secured their reserve of ammunition.

August 7.—The Khedive has sent a steamer to Port Said on a secret mission. The vessel called at Alexandria to take on board the family of high Sheikh. A boat was sent ashore from the vessel for the purpose, but when the boat landed it was seized by a body of soldiers bearing a flag of truce, who marched the whole party off to the fort, where they now remain prisoners.

A great movement of the Egyptians is reported between Suez, Ismailia, Zagazig and Cairo.

European partisans of Arabi, disguised as Arabs, are reported to have arrived at Port Said.

One of the two attacking trains on Saturday had empty trucks in front to test the line. The train was found to stop to replace the rails more than once.

It is rumored that Arabi Pasha was slain. [The report lacks confirmation.] The Egyptians fought determinedly. Their wounded were carried to the British rear and carefully attended. Lieutenant Vise fell while gallantly pressing to the left wing of the attack. He was shot in the left groin and died almost immediately. His servant carried him off the ground under a heavy fire.

When the British fired from both sides of the canal, the enemy fell into confusion, which greatly increased when the rifles opened fire. The British were found dead in the first line of the trenches, nine in the second, and a large number further on.

One man of the Thirty-eighth Regiment was shot through the cheek, but went on fighting as if nothing had happened to him. Neither dead nor prisoners were left in the enemy's hands. The British picked up the bodies of the killed and the wounded, and were conducted by train to Fort Mer.

August 7.—With reference to the expected acceptance by the Porte of the Military Convention proposed by England, the *Post* prints an unconfirmed rumor that Lord Dufferin, the British Ambassador to Constantinople, has been ordered, in the event of the Porte's non-compliance, to quit Constantinople.

August 9.—Five more Turkish battalions have arrived in Crete. Dervish Pasha is expected to arrive to-morrow.

The *Standard* says the moderation of the Government amendment to the Armenians of Cilicia has precisely relieved the tension of the political situation.

The *Daily News* says the firmness and sound judgment of Gladstone has apparently saved the country from a serious constitutional crisis.

The Times says Gladstone's speech ought to be read to the bill and the consequence is impossible.

August 10.—In the House of Commons to-day, Gladstone stated that Admiral Seymour has given the Khedive distinct assurances relative to the intentions of the Government. An indefinite occupation of Egypt, he said, was contemplated; but the ultimate conquest of Egypt could not be acted by any one power.

In the House of Commons the Under Foreign Secretary stated that the Porte had submitted to England a draft of the proclamation supporting the Khedive and denouncing Arabi.

August 11.—It is announced that Lieutenant-General Sir Garnet Wolseley arrived. Major-General Sir A. Allison will shortly take over the post of Chief of the Intelligence Department for both the British and Indian contingents. The main body of British troops will remain on board the transports until General Wolseley arrives. An Egyptian report, which has been published in the *Physical Society* at Kiel, on the treatment of General Garfield's wound, Professor Darnach's lecture was to the effect that General Garfield might have been alive but for the treatment he received.

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The troops will henceforth be supplied with water from Cordeliers.

Carthage, the acting British Consul-General, in view of the difficulty of obtaining water, has sent a circular to the foreign Consuls asking them to inform their respective Governments of the great importance of preventing an increase in number of arrivals here.

Arabi Pasha has mounted four new guns on his first line of intrenchments.

The Khedive has every confidence in the people.

The departure of Dervish Pasha on board of the Ottoman ship *Izzeddin*, with a small force of troops, is announced.

The Duke of Connaught inspected the batteries and forts.

August 11.—The Scots Guards will land on Saturday and go into camp at Raush.

The Council of war to-day decided not to change the command of the forces. Major-General Allison will therefore retain his position.

The Duke of Connaught and Prince Louis of Battenberg inspected Arabi Pasha's position to-day. The Duke of Connaught also visited the wounded of last Saturday's engagement.

Arabi Pasha having constructed within 5,000 yards of Raush a formidable position and embankment thirty feet high, I.M.S. Sappers fired shells at the work to-day, four of which burst in close proximity to the men engaged in the work of construction.

Rear Admiral Huskins has returned to Port Said.

After himself visiting the Duke of Connaught to-day, the Khedive sent his children to visit the other.

It is reported that Arabi Pasha is two miles from Ismailia.

The conduct of Du Lessups is causing complications.

It is stated that Arabi Pasha has executed the Government of Behera.

Lord Dufferin made a lucky reconnaissance from Fort Mer. He started at one o'clock in the morning, accompanied by an interpreter, and by daybreak had ridden ten miles into the country. He ascertained beyond a doubt that there was no truth in the report of the presence of a large body of the enemy in the direction in which he rode.

The laying of the cable between Alexandria and Port Said has been completed.

The formation of the new Ministry will probably be announced to-day, with Cheri Pasha Prime Minister. Most of the present Ministers, except Raghib Pasha, remain in office. Sublime Porte will also be the Minister of Education, and Sherif Pasha of Minister of Religion. They are both partisans of Arabi Pasha.

Constantinople, Aug. 8.—It is understood that the Turkish delegates will shortly present to the Conference drafts of a proclamation against Arabi Pasha and of a Military Convention with England. At the sitting of the Conference yesterday, the Turkish delegation accepted the conditions proposed by the Powers in their invitation to the Porte to intervene in Egypt. Lord Dufferin has promised Lord Dufferin that the Porte will issue a proclamation declaring Arabi Pasha a rebel.

The Porte has received intelligence that Arabi Pasha has ordered his garrison and the population of Ismailia to retire to Cairo. The 35 Frenchmen there will have a special escort.

It is stated that Arabi Pasha has ordered the garrisons along the Suez Canal to avoid conflicts with the British.

Yesterday's conference lasted about four hours. Nearly the whole time was occupied in drawing up a protocol, which was signed by all the members. The Conference met again on Thursday.

Aug. 10.—The following is the text of the proclamation against Arabi Pasha communicated to the Conference to-day: "Arabi Pasha, having a second time transgressed the law by taking authority which does not belong to him, and having presumed to menace vessels belonging to the old and tried friend and ally of Turkey, for these undesired proclamations a rebel, together with his adherents. Be it known to all that obedience is due solely to the Khedive, who is the representative of the Sultan."

Lord Dufferin submitted to Said Pasha a draft of the military Convention proposed by Great Britain.

At-to-day's sitting of the Conference the British Ambassador announced his assent to the proposal of Count Corti, the Italian Ambassador, for a temporary international protection of the Suez Canal. He repeated the declaration that the landing of Turkish troops in Egypt must be preceded by the proclamation against Arabi Pasha and the conclusion of a military convention with England.

The Conference will take no cognizance of the Anglo-Turkish Military Convention. It is understood that Lord Dufferin does not insist that England shall have the supreme command of the troops in Egypt. Lord Dufferin has arrived to take charge of the Russian Embassy.

The Sultan's proclamation declaring Arabi Pasha a rebel also condemns the conduct of the military law in Egypt, and mentions the friendly relations of Turkey with England.

August 11.—The Russian Representative in the Conference expresses satisfaction with Dufferin's explanation in regard to the landing of the British at Suez.

At a sitting of the Conference yesterday, the Russian Representative, Count Corti, gave an explanation of the action of the British in occupying Suez. Lord Dufferin replied that the step was taken in consequence of military necessity, and in order to save the town from destruction and pillage.

The assent of England to the proposal of Count Corti, the Italian Ambassador, for temporary international protection of the Suez Canal, is coupled with a reservation making an exception in cases of forced measures, which means precisely that the international police organized to guard the canal shall not interfere with military operations.

The Turkish journals are assuming a friendly tone toward England. Sheikh El Islah has prohibited the Ullans from preaching in favor of Arabi Pasha.

Raush, August 1.—Reconnaissance made on the Aboukir Road to-day reported that Arabi Pasha's videttes are in close proximity to the works. The display of white flags on the forts was a mere farce. The rebels are strengthening their lines near Lake Marcotis. Scouts report seeing Arabi Pasha in camp with several European officers.

Eight p.m.—Guns on our right have just opened fire.

Paris, August 8.—De Lessups telegraphs from Ismailia that the British are provoking the natives, in order to obtain a pretext for landing.

Raush, August 10.—The Tribune says that the British are provoking the natives, in order to obtain a pretext for landing.

Bulgaria and Roumelia, as she has no intention to increase the embarrassment caused by England.

Cyprus, August 10.—A great anti-Christian demonstration occurred at a funeral in Beyrut of a Moslem found murdered, and who was reported to be killed by the Christians. The police sympathized with the mob. Many Christians fled to the mountains. A score of others were arrested, but only one was killed. Further disturbances are feared.

Rome, August 8.—Two newspapers con-

time to display a very hostile feeling against England. They declare that the reconnaissance of Saturday was really a heavy defeat for the British, though disguised by the official dispatch.

Madrid, August 11.—A despatch from Tanager states that a holy war is being preached throughout Morocco against the Christians.

Vienna, August 11.—The Turkish Consul at Bombay has been ordered to give an explanation to the Ullans in India, respecting the action of the People in regard to sending Turkish troops to co-operate with the British in Egypt, which has produced a great sensation among the Mohammedans in India.

New York, August 7.—The opposition cable despatches, which are to be received with great caution, contain the following: London, August 7.—The Government has instructed Lord Dufferin, British Ambassador at Constantinople, to present an ultimatum to the Porte, in which he is requested to order for consideration of the demand, and accept the English proposals for joint action in Egypt. In the event of the Porte failing to comply, Lord Dufferin will be recalled, and the landing of the Turkish troops in Egypt would be opposed by the British. The Porte, it is said, requested delay for consideration of the demand. Lord Dufferin has telegraphed to the Foreign Office here for further instructions. It is believed that the Government will not consent to any further delay. A despatch from Constantinople reports great excitement there on the announcement of the British ultimatum.

THAMES-STREET INDUSTRIES, by Percy Russell. This Illustrated Pamphlet on Factories, &c., published at 6d., may be had gratis from any Chemist or dealer in penny-press literature, or from JOHN GOSWELL & Co., London.—[Adv.]

Dead Letters.
Admiral, H. M., Jaffa, (Registered) 1
Alfred, Passenger on board the *Monmouth*, 1
Baker, J., Mill Cottage, Woodchurch, 1
Best, Miss E., Supper Road, London, 1
Buffs, Captain, F.M.C., Penang, 1
Junges, Captain, *Bark Alpha's Isle*, 1
Curry, Miss A., Singapore, 1
Cresson, Miss, St. Valerius, Normandy, 1
Cerruti, G. B., Singapore, 1
Connor, J. C., Slooper's Terrace, Rotherhithe, 1
Craddock, Jr., Mrs. James, No. 41, Stables Street, Salford, Manchester, 1
Orme, W. P., St. Francis, London, 1
Croll, Mrs., Burrwood, N.S.W., 1
Dunbar, Walter, 20, Loop Street, Cape Town, (a) 1
Dunbar, Mrs., Shanghai, 1
Eidinger, M., Singapore, 1
Elof, Khan, Police Office, Singapore, 1
Fava, Julia, Rua de Almeida, Lisboa, 1
Firk, Miss E., Fourth & Fifth Street, Boston, 1
Goodwin, Mrs. Benwick, Maine, U.S.A., 1
Hayward, Rev. R., care of Drexel Hayes & Co., Paris, 1
Heidricks, J., Brig. *Hermione*, Sourabaya, 1
Howard, Nelly, Old Ford Road, London, 1
Howard, Thomas, Adelaide, 1
Jones, Mrs. J., San Francisco, 1
Johnstone, Mr. A., Beckwith Street, Birkenhead, 1
Marou, Luis, Madrid, (Registered) 1
Munster, Mrs., on board the *Helena*, at Falmouth, 1
McGregor, Captain, *Brig Guan*, Anjer, 1
McGuire, P., Cuba, Allegheny County, U.S.A., 1
McKensie, O. W., Penang, Glasgow, 1
Mission de Malais, Le Procureur de Singapore, 1
Morris, Miss, 10, Oldfield, Brisbane, 1
Mottio, Anna, Strada Jesuita, Bari, 1
Miss, Madeline, Milano, (a) 1
Neville, Chief Inspector, Felaig, 1
Parnaby, Thos., Cambell Street, Sydney, 1
Patterson, Mrs., 170, Avenue C, New York City, 1
Pearson, Mrs., Barque *Arabella*, Batavia, 1
Rachael, Robert, International Hotel, Singapore, 1
Ronayne, Mrs. A., Woolbura, New South Wales, 1
Ryan, B., 198, North Tooth Street, St. Louis, Mo., 1
Ryder, G. E., Boston, Mass., 1
Simpell, Mrs. A. M., Newark, New Jersey, 1
Sedford, Miss, St. Francis, London, 1
Stoughton, Miss E., Barque *Herbert*, Blach, Singapore, (a) 1
Ward, James, Cook River, Post Office, Sydney, 1
Ward, Mabel, Danvers, Mass., 1
Wells & Co., J., Balton Gardens, Ldon, 1
The above letters have been returned from various places at which the addressees have been sought, but have been refused. If not claimed within ten days, they will be opened and returned to the writers.—(a)
General Post Office,
Hongkong, 5th August, 1882.

CHINA COAST METEOROLOGICAL REGISTER.
Extremum of 12th Sept., 1882.

